

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

September 17, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilmember Jack Sellers, Chandler, Chair	Mayor W. J. "Jim" Lane, Scottsdale
* Mayor Jerry Weiers, Glendale, Vice Chair	* Mr. Joseph La Rue, State Transportation Board
Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	* Lt. Governor Stephen Roe Lewis, Gila River Indian Community
* Mr. Dave Berry, Swift Transportation	* Mayor Georgia Lord, Goodyear
* Mr. Jed Billings, FNF Construction	# Mayor Mark Mitchell, Tempe
# Mayor Bob Barrett, Peoria	Mayor Lana Mook, El Mirage
# Councilmember Ben Cooper, Gilbert	Mr. Garrett Newland, Macerich
* Mayor Alex Finter, Mesa	Mayor Tom Rankin, Florence
Mr. Charles Huellmantel, Huellmantel and Affiliates	Mayor Greg Stanton, Phoenix
Supervisor Clint Hickman, Maricopa County	Ms. Karrin Kunasek Taylor, DMB Properties
* Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.	* Mayor Kenneth Weise, Avondale
	Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jack Sellers, at 12:07 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Sellers noted that Mayor Bob Barrett, Councilmember Ben Cooper, and Mayor Mark Mitchell were participating by teleconference.

Chair Sellers requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda. He stated that hearing assisted devices,

parking garage validation, and transit tickets for those who purchased transit tickets to attend the meeting were available from staff.

3. Call to the Audience

Chair Sellers stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Sellers recognized public comment from Dr. Marvin Rochelle, who spoke in support of building Interstate 11. He stated that Interstate 11 will bring a lot of money into the Valley because it will be a natural stopping point for travelers on that corridor. Dr. Rochelle also spoke in support of extending light rail into the West Valley. He said he has been told this will not happen until 2023, but the West Valley is growing at the fastest rate of any section in the region. Dr. Rochelle stated that it seems that light rail projects in other parts of the Valley seem to be moving ahead of the West Valley project. Chair Sellers thanked Dr. Rochelle for his comments.

4. Approval of the August 13, 2014, Meeting Minutes

Chair Sellers asked members if they had changes to the minutes of the August 13, 2014, TPC meeting. No changes were noted.

Ms. Karrin Kunasek Taylor moved to recommend approval of the minutes of the August 13, 2014, TPC meeting. Mayor Jim Lane seconded, and the motion carried unanimously.

5. FY 2015 Regional Freeway and Highway Program Update

Mr. Bob Hazlett, MAG staff, provided an update on the Regional Freeway and Highway Program. He noted that the last update to the program was in May 2012, when the program was rebalanced. Mr. Hazlett reviewed the timeline of the Regional Freeway and Highway Program, beginning in 2003, when the Regional Transportation Plan was adopted, followed by passage of Proposition 400 by the voters in 2004. He stated that the Program began in January 2006, when collection of the half cent sales tax started.

Mr. Hazlett stated that the Regional Freeway and Highway Program was an \$8.1 billion program, but by 2007-2008, the Program cost inflated to approximately \$15.9 billion. He explained that this resulted in the first rebalancing in 2009, when the program was reduced approximately \$6.6 billion, to a fiscally balanced plan of \$9.4 billion, and the revenues matched the expenditures. Mr. Hazlett stated that this rebalancing included projects being delayed to a new Phase V. He noted that a second rebalancing was required in 2012 due to lower revenue projections. He added that the

program was reduced about \$300 million to \$9.1 billion. Mr. Hazlett noted that one project, part of Loop 303 in Goodyear, which had been moved to Phase V, was brought back into the program due to development in the area. He stated that the Regional Freeway and Highway Program in 2014 is approximately 50 percent complete and total cost is approximately \$8.9 billion.

Mr. Hazlett reported on Regional Freeway and Highway Program projects that have been completed since 2006, which include SR-24 in April 2014 and the traffic interchange at Loop 303 and Interstate 10 in August 2014. He added that 13 new miles were added to the Loop 303 corridor. Mr. Hazlett pointed out the addition of high occupancy vehicle (HOV) lane miles, which makes the Regional Freeway and Highway Program HOV network the fourth largest in the United States. He also noted that the Regional Freeway and Highway Program includes the largest direct high occupancy vehicle (DHOV) network in the nation.

Mr. Hazlett reported that 375 general purpose lane miles (52 percent) out of a planned 720 miles have been completed. He said that 215 HOV lane miles (60 percent) out of a planned 360 miles have been completed. Mr. Hazlett stated that the total of new miles is 590, or 54 percent of 1,080 miles planned.

Mr. Hazlett then reported on the remaining Regional Freeway and Highway Program projects to 2026. He noted that projects under construction include the Loop 303 between US-60/Grand Avenue and Happy Valley Road and adding lanes to Loop 101 in Scottsdale and Loop 202 (between Loop 101 and Broadway Road) in Mesa. Mr. Hazlett stated that additional general purpose lanes are planned for Loop 101 between Interstate 17 and Shea Boulevard, and for US-60 to Loop 202/Santan.

Mr. Hazlett stated that planned improvements on US-60/Grand Avenue include intersection improvements at Bell Road, Thunderbird Road, and a grade separation in the City of Surprise. Mr. Hazlett stated that the project likely to be the largest in regional or ADOT history is the South Mountain Freeway. He noted that the final environmental impact statement for the Loop 202/South Mountain Freeway is anticipated the end of September 2014, with the record of decision the end of 2014.

Mr. Hazlett indicated that planning work is underway for extending Loop 303 south of Interstate 10 to MC-85. He indicated that work continues with the City of Goodyear and ADOT to get the project moving as quickly as possible. Mr. Hazlett stated that a near-term improvement strategy on Interstate 10 and Interstate 17 (the Spine) has been identified to make improvements sooner than later. Mr. Hazlett stated that the Master Plan is underway and they anticipate approximately \$800 million in improvements will be identified by the end of 2016. He pointed an Interstate 10 widening project from the Pecos Stack to Riggs Road and a Loop 202 project adding HOV lanes, which will complete the HOV system on Loop 202. Mr. Hazlett stated that HOV lanes are included in the South Mountain Freeway plan.

Mr. Hazlett then addressed the status of the Program. Since 2006, a total of approximately \$3.6 billion of the \$8.9 billion program has been spent, but does not include approximately \$500-600

million from the Loop 303 project. Mr. Hazlett stated that the FY 2015 to 2019 MAG Transportation Improvement Plan possibly represents the most concentration of costs in the Program, due to the South Mountain Freeway and some near term improvements to Interstates 10 and 17.

Mr. Hazlett noted that program expenditures appear in line with the ADOT cost opinions and cash flow is working well. He said that the next five years represent the highest activity for the program, including the South Mountain Freeway and the near term improvements to Interstates 10 and 17, and likely will push the Program to the \$2.5-3 billion range.

Mr. Hazlett noted that a significant amount of jobs will be associated with construction. Mr. Hazlett stated that a re-evaluation of the Program with ADOT is underway, with an October workshop for identifying additional cost savings and unspent revenue. He gave as an example, approximately \$60 million was returned to the corridor from unspent funds for rights-of-way on the Loop 303 project. Mr. Hazlett stated that MAG and ADOT identified opportunities for saving costs of approximately \$10 million on right-of-way. He expressed that he looked forward to the significant accomplishments that will take place over the next ten years. Mr. Hazlett noted that the next report to the TPC is anticipated for January or February 2015.

Chair Sellers thanked Mr. Hazlett for his report and asked members if they had questions.

Mayor Sharon Wolcott expressed her congratulations to MAG and ADOT for their collaboration for creating these efficiencies. She mentioned working with the agencies on the Bell and Grand intersection project and it was gratifying to see the agencies working together to identify cost savings and efficiencies. Mayor Wolcott added that their collaboration saved her business community at this intersection.

Supervisor Clint Hickman asked the reason the Program increased from an \$8.1 billion program to approximately \$15.9 billion and then decreased to \$9.4 billion in a two-year period. Mr. Hazlett replied that numerous factors that affected the cost at that time. He noted that there were cost increases attributed to the rising costs of construction materials, such as cement, due to an increase in demand. As an example, he explained that a lot of the demand for cement was associated with the Beijing Olympics, resulting in higher costs in 2007. Mr. Hazlett stated that another factor was over-design and whether the design speed chosen was really needed, and for this they examined the standards being used by ADOT compared to the AASHTO green book standards. He stated that they also worked with the Flood Control District, so as not to pay the entire cost for flood control. Mr. Hazlett noted that they rallied together to keep the program in line with the revenue.

6. Outcome of the Central Phoenix Transportation Framework Study

Mr. Bob Hazlett stated that the Central Phoenix Transportation Framework Study is a multi-year project that looks at everything inside of Loop 101. He attributed the idea for the study was brought forward by Mr. Frank Fairbanks, former Phoenix City Manager. Mr. Hazlett stated that a presentation on the interim work products was given to the TPC in May 2013. Now the project is

complete and this update was to provide the TPC a report on the final outcomes and recommendations.

Mr. Hazlett stated that MAG conducted a number of framework studies that informed the planning process and determine what is truly needed for the transportation system. He said that the information provides data for the MAG Regional Transportation Plan and member agencies in their planning.

Mr. Hazlett stated that the foundation of the Central Phoenix Transportation Framework Study started with a network of more than 200 bicycle, pedestrian, arterial, freeway interchange, and transit projects. He said that they used an eight million population scenario to identify where there might be transportation issues. Mr. Hazlett stated that these projects were identified through numerous meetings of almost 1,000 people and two charette workshops. Mr. Hazlett stated that all projects were catalogued and categorized using the six Housing and Urban Development /Environmental Protection Agency/Department of Transportation criteria.

Mr. Hazlett stated that further study was conducted in 12 subject areas. These subject areas were wrapped up into planning papers that represented the Central Phoenix Framework Study recommendations for informing member agency planning and the next generation Regional Transportation Plan. Mr. Hazlett then presented highlights of major recommendations.

Mr. Hazlett stated that one of the recommendations of the Central Phoenix Transportation Framework Study was to study an extension of State Route 30. He said that SR-30 originally was planned as the Interstate 10 Reliever Freeway in the West Valley through Avondale, Goodyear, and Buckeye, and extends for 12 miles from Loop 202/South Mountain to SR-85. Mr. Hazlett reported that during the planning process, it was identified that the parallel segment of Interstate 10/Papago Freeway between Loop 202 and the I-17 Stack would reach very unacceptable levels of congestion as early as the current outer year planning in the Regional Transportation Plan. Through the charette process, and in meetings with the City of Phoenix, it was determined to test an extension of SR-30 for about five miles from Loop 202 to Interstate 17 at the Durango Curve, which relieved Interstate 10 considerably. Mr. Hazlett added that it also helps out Southwest Phoenix with economic growth by providing a better route between Downtown Phoenix and Sky Harbor International Airport.

Mr. Hazlett stated that the study explored 35 locations for Direct High Occupancy Vehicle (DHOV) ramps and interchanges to determine where there might be improved connections for transit and rideshare travelers to integrate with the freeway system. He said that 12 locations rose to the surface, including a potential location at Mountain View Road and Interstate 17, which is nearby MetroCenter and the light rail extension.

Mr. Hazlett stated that the study explored park-and-rides. He said that case studies of Best Practices were conducted for San Diego, Denver, and Seattle to define integration with freeway system and establish background for development and character of future DHOV ramps on the freeway system, including physical features, operational conditions, and benefits.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study looked at operations and maintenance on a regional basis and found we are behind. Mr. Hazlett described how Mr. Jack Letierre, the former New Jersey DOT Director, helped identify how catching things early can mean a lower bill later. He said that Mr. Letierre's observation was based upon his experience in New Jersey with a much older system and a considerable bill to pay to keep their transportation system in good order. Mr. Hazlett stated that the average cost for municipal street operations and maintenance is \$15,000 per lane-mile per year, and many times the maintenance cost exceeds the amount budgeted. He questioned if there should be a distinction to identify surface street improvements and maintenance that are of regional significance.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study also looked at arterial improvement strategies for just about all roadways on the mile grid to improve mobility on surface streets. He said that 66 railroad crossings were examined and nine locations were determined feasible for grade separation. Mr. Hazlett stated that the US-60/Grand Avenue COMPASS Study is addressing this corridor.

Mr. Hazlett displayed the Central Phoenix Transportation Framework Study brochure that was included in the agenda packet and said they are considering printing it in a larger format. He stated that the Central Phoenix Transportation Framework Study helped with a number of other projects: US-60/Grand Avenue COMPASS, 99th Avenue COMPASS, the MAG Managed Lanes Network Development Strategy, the I-10/I-17 Near Term Improvement Strategy, the I-10/I-17 Corridor Master Plan, and the Phoenix Inner Loop Microsimulation Model.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study shared data with the Sustainable Transportation and Land Use Integration Study, and launched a joint study between the City of Phoenix and MAG for examining connections in downtown Phoenix, which is the location of major events and venues, is the transit hub, and home to residents. Mr. Hazlett stated that an analysis identified a 20-year process to incorporate many of the Study's recommendations. He said that these recommendations include changing one-way traffic patterns and expanding bicycle and pedestrian facilities, modifications to 7th Avenue and 7th Street gateways, and converting Central Avenue to a transit/bicycle/pedestrian mall. Mr. Hazlett stated that the recommendations have been presented to the City Transportation and Infrastructure Committee, and have been through three rounds of public and stakeholder meetings.

Chair Sellers thanked Mr. Hazlett for his report. He asked if there is an estimate of how much traffic flow is improved with the addition of DHOVs. Mr. Hazlett replied that there is an estimate that is included in the report, but he did not have that figure at hand. He noted that DHOVs main contribution to improved traffic flow is they help eliminate the weaving across general purpose lanes when a vehicle wants to exit a freeway. Mr. Hazlett noted that the travel time savings for both HOV lanes and general purpose lanes appear to be significant with the addition of DHOVs, however, they are expensive.

Mr. Dennis Smith, MAG Executive Director, acknowledged that the beginnings of this study began with a request by former Phoenix City Manager Frank Fairbanks.

Mr. Smith referenced the maintenance funds slide, and he noted that freeway maintenance funds come from the Highway User Revenue Fund (HURF). He said that the cities, towns, and counties cannot afford any more loss of HURF funds, and neither can the state. Mr. Smith stated that HURF will be a topic of discussion when the State Legislature convenes in a few months. He referenced Mr. Jack Letierre's findings that delaying maintenance is exponential. Mr. Hazlett noted that the slide showed a deficit beginning already. Mr. Smith noted that the City of Tucson streets have deteriorated to an undesirable point we would never want ours to be.

7. Legislative Update

No report was needed.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Wolcott stated that the City of Surprise needed to rebalance its staff due to the economic downturn. She remarked that this had long-term, serious impact. Mayor Wolcott expressed her appreciation to Mr. Smith for helping her staff as they rebuild. She acknowledged the assistance of MAG staff Dennis Smith, Bob Hazlett, Alana Chavez Langdon, Nathan Pryor, Anubhav Bagley, Amy St. Peter, Dave Moody, and Valerie Day. Mayor Wolcott added that the City has many new employees and would not have been able to rebuild their inner workings of the City without the assistance of MAG staff. She added that is one of the benefits of being a member of an organization such as MAG. Mayor Wolcott expressed appreciation for the reintroduction to Randy Overmeier, a former City of Surprise staff member, who will be coming out to help them.

Mr. Smith thanked Mayor Wolcott for the kind words. He noted that the members are MAG and are willing to help. Mr. Smith noted that MAG staff, Monique de los Rios Urban, who is an architect, has been assisting the City of Litchfield Park, which has a very small staff. He added that MAG staff also assisted the Town of Guadalupe, the Town of Wickenburg, and the Town of Gila Bend, and are willing to assist no matter what size the city.

Adjournment

There being no further business, the meeting adjourned at 12:55 p.m.

Chair

Secretary